

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8370

號六初月十年二統宣

MONDAY, NOVEMBER 7, 1910.

一拜禮

號七月一十英曆

1st FEB. 1911. SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sinking \$1,000,000
Silver \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

COURT OF DIRECTORS:
G. Dalloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., S. A. Levy, Esq.
Andrew Forbes, Esq., F. Lieb, Esq.
G. F. Fraser, Esq., W. Logan, Esq.
Messrs. Henry Kew, G. H. Medhurst, Esq.
G. R. Lenzmann, Esq., H. A. Slett, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. R. HUNTER;
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1 1/2 per cent. per annum.
For 6 months, 2 per cent. per annum.
For 12 months, 2 1/2 per cent. per annum.

N. J. STABB,
Acting Chief Manager.
Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUNDS \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 per cent. per annum.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS 10,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HANKOW, KOREA, PEKIN, NAGASAKI, NEWCHOWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTONY, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANGCHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 6 months, 4 1/2 per cent. per annum.
For 12 months, 5 per cent. per annum.

TAKAO TAKAMORI,
Manager.
Hongkong, 27th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 1,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Hongkong, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Siedebank (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank, S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
S. O. Oppenheim & Co., Köln,
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROYCE & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS:
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT:
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 2nd March, 1910.

Banks.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000

(about \$1,500,000)
HEAD OFFICE—60, Wall Street, New York.
LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 3 months, 3 1/2 per cent. per annum.

N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central,
Hongkong, 26th September, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
G. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
G. R. Buikell, Esq.,
J. A. Wills, Esq., Managing Director,
A. J. Hughes, Esq., Secretary,
S. B. Noll, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$37,855,885.00
Assets \$4,150,000.00
Income for Year \$1,568,550.00
Insurance Fund \$2,616,813.00

LEFFERTS KNOX, Esq., Hongkong, Canton, Macao and the Philippines.
District Manager.
E. W. TAYLOR, Esq., District Secretary.
ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hoyle, Esq.,
G. J. Lafferty, Esq.,
Hongkong, 16th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position. Large and airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and comfortable Lounge. Private and Public Bars and Billiard Rooms. KITCHEN ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH. ARTS AND CRAFTS. Special Rates for married families on application.

J. P. O'BERRY,
Manager.

FREDERICK REICHMANN,
Managing Director, J. H. Lyons (Tientsin),
Leading Caterer in London and
GRAND ORIENTAL HOTEL, Cologne.

Telephone No. 1072.
Hongkong, 16th September, 1910.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI { DELTA Capt. B. W. H. Snow About 11th Nov. } Freight and Passage.

LONDON, etc., via Canal Ports { ARCADIA Capt. S. H. H. Noon, 11th Nov. } See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, BORNEO, COLOMBO, PORT SAID, and MARSEILLES. { Capt. W. H. S. Hall About 10th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE { SOMALI Capt. A. G. G. O'Brien, R.M.R. About 18th Nov. } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 5th November, 1910.

Intimations.

LANE, CRAWFORD & CO.

TYPEWRITERS.

SAVE 30 per cent.

BY USING

GRADYZED REBUILT

TYPEWRITERS.

OLIVER No. 3 \$165

OLIVER No. 5 \$220

REMINGTON No. 7 \$175

MONARCH No. 2 \$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO.

Hongkong, 24th October, 1910.

KUPPER PILSENER BEER.

THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 24th October, 1910.

Hotels.

WEISMANN'S BREAD.

ABSOLUTELY PURE AND WHOLESOME.

Hongkong, 22nd October, 1910.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRINCE, near the TRAM TERMINUS Tel. 36.

For Terms, etc., apply to the

MANAGER.

Craigieburn and J. P. O'Berry.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 7th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

TUESDAY, 8th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

WEDNESDAY, 9th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

THURSDAY, 10th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

FRIDAY, 11th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

SATURDAY, 12th November.

8.00 AM. HONGKONG 8.00 AM. HONGKONG
10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

SUNDAY, 13th November.

10.00 P.M. KINSHAM 5.15 P.M. FATSHAM

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 1 P.M.

EXCURSIONS TO MACAO.

On SUNDAY, the 13th NOVEMBER, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.

FARES:

1st Class Return \$3, Single \$1.50, and 2nd Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao to Hongkong on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to HONGKONG on Monday, Wednesday and Friday, at 9 P.M.

Departures from HONGKONG to MACAO on Tuesday, Thursday and Saturday, at 1 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 518 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "Sann." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the "Black Flag."

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE.

(LATE COMNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new management. Large and comfortable rooms. Excellent cuisine, under the supervision of an experienced FRENCH CHEF, and separate tables. Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class Accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMBAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone, 190. Telegrams "Astor."

THE "REMINGTON" TYPEWRITER.

It is the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is greater than that of any other make.

It has always been and is to-day the most reliable and leader among writing machines.

It does the best work and keeps going for the longest time.

CAUTION—Beware of cheaply imitated old Remingtons, sometimes put up in original packing, which are "on the market" just now. They are offered at low prices and are really quite worn-out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: ELLIOTT & CO., (Messrs. Duns).

MAILS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
Kobe and YOKOHAMA	"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000)	About TUESDAY, 15th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE" Capt. P. Grosch (T. 3,000)	WEDNESDAY, 16th Nov., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIN" (T. 17,000) Capt. O. Fabrik	About WEDNESDAY, 16th November.
KUDAT and SANDAKAN	"BORNEO" (T. 5,000) Capt. F. Sembill	End of November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000)	SATURDAY, 3rd Dec., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELBURN & CO.,
GENERAL AGENTS, HONGKONG.

Hongkong, 7th November, 1910.

Intimations.

JAPANESE CURIOS.

DO NOT LOSE YOUR CHANCE TO GET THEM
AT
DAIBUTSU'S
ANNUAL CLEARANCE SALE.
FOR 15 DAYS ONLY.

GENUINE & WONDERFUL REDUCTIONS
ON OUR LARGE VARIETY.

JAPANESE GOODS
SUITABLE FOR
XMAS PRESENTS.

Come Early to have your Choice.

DAIBUTSU & CO.,

CORNER STORE, ARSENAL STREET & QUEEN'S ROAD EAST

Hongkong, 3rd November, 1910.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It restores vitality, improves circulation, cures nervous depression, restores mental and bodily vigor, and cures all ailments of the nervous system. It is a powerful tonic, and cures all ailments of the nervous system. It is a powerful tonic, and cures all ailments of the nervous system.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. It is a powerful tonic, and cures all ailments of the blood. It is a powerful tonic, and cures all ailments of the blood. It is a powerful tonic, and cures all ailments of the blood.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

KWONG FUNG YUEN,

HEAD OFFICE—No. 51, Des Voeux Road West, TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS

H.M. Naval and Military
Authorities.

I HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Fir, Teak, Yew, Hardwood, Oregon Spar,
Galvanised Iron, and all descriptions of
building materials.

Best Terms.
Quick Delivery.

LEUNG TAI,
Managing Director.

Hongkong, 10th January, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rate of Subscription to the *Hongkong
Telegraph* (daily and weekly issues) will be as
follows—

DAILY—\$50 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.

The daily issue is delivered free when the
address is accessible to messenger. Peak
subscriptions can have their copies delivered
at their residences without any extra charge.
On copies sent by post, an additional 50c
per quarter is charged for postage.

The postage on the weekly issue to any part
of the world is 50 cents per quarter.
Single Copies, Daily, 5c. Weekly,
25c. (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary
subscriptions as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1910.

INTIMATIONS.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.L., and
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance... 85 "	Width of Entrance... 50 "	Width of Entrance... 65 "
Water on Blocks..... 88 "	Water on Blocks... 86 "	Water on Blocks..... 81.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including
all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons,
pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters,
constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT

Telephones: Midoricho Office 333, or 375; Customs Branch Office 1313, Takashimacho
Office 291, or 2057; Iliquocho Office 2351.

106 buildings, principally of brick and steel, 358 entrances. 15 buildings are private
bonded warehouses. Floor area 73,543 square yards or 2545 acres. Direct water frontage of
2.35 miles in length, part having a depth of 15 feet at low water, suitable for steamers dis-
charging direct into warehouses. Railway siding with direct connection to the Government
railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance
undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE
DEPOT.

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 24th August, 1910.

SAMURAI.

JAPANESE CURIOS.

CHEAP
CLEARANCE SALE
1ST TO 14TH NOVEMBER.

"XMAS PRESENTS."
BARGAINS, BARGAINS.

No. 9, D'AGUILAR STREET,
HONGKONG.
Hongkong, 3rd November, 1910.

THE BRITISH-FOREIGN IMPORT &
EXPORT COMPANY, Central Build-
ings, Liverpool, England, is prepared to
receive consignments of Local Produce on
best terms.

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE.

21, CONDUIT RD., CLIFTON GARDENS.
1 & 2, BOWEN ROAD, lately occupied as
Artillery Officer's Quarters. Suitable
for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNADOGH ROAD,
2nd Floor.

A HOUSE in WONG-MI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 20, DES VOEUX ROAD CENTRAL,
2nd Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stop at the door.

Also NEW EUROPEAN FLATS ad-
joining the new Peapack Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 2nd November, 1910.

TO LET.

GODOWNS, 151 to 155, PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 2nd November, 1910.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

21, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TRIM T. G.

ATEST METHODS OF DENTISTRY

STUDIED IN NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 1910.

TUNNELING THE ALPS.

PROGRESS OF A HUGE SWISS UNDERTAKING.
A PICTURESQUE COLONY.

For nearly four years past the Swiss have
been tunnelling the Alps from Kandersteg, in
the Bernese Oberland, under the Loetschen
Pass, nearly, but not quite, under the Simplon,
and Italy, says the Westminster Gazette.
Some fourteen hundred Italians, in charge
of Swiss engineers, are boring on this side, and
a larger number still are boring on the Brigue
side. In six or seven months it is expected
that the two gauges will meet and in 1912 it is
hoped that the first trains will be running though
no engineer will mention an earlier date than
1913. A capital amounting to something like
£3,000,000 will probably be involved in this
vast undertaking before it is completed, that
is, the approach lines as well as the tunnel it-
self. This capital has been almost entirely sub-
scribed by the Swiss of Canton Berne. There
is nothing remarkable about the height of the
Loetschenberg tunnel, which is scarcely more than
4,000 feet at its highest point. Its length—
slightly over nine miles—is exceeded by that
of the Simplon—12 miles. The gradient is
only 7 metres per 1,000. The width of the part
completed, extending to above two miles, is
nearly 9 yards, and the height 6 yards 11 feet.
About 900 Italian workmen are employed
actually in the tunnel itself on this side, and
about 500 more outside it. They work in triple
shifts of eight hours each, Sundays and week-
days alike. These tunnel workers are paid
good wages, the men from 8-10 a day, and the
boys, none of whom are under fifteen, from 1-5.
A Swiss peasant recently told me that
they were safe jobs, unenviable, but safe, and
in saying so he expressed the general opinion
of his countrymen concerning these strangers
within their gates.

A COLONY OF 3,000.

The Kandersteg people certainly do not con-
sider that they are entertaining angels un-
aware when they are harbouring this Italian
colony of 3,000 in the far end of their village.
Nevertheless the poor Italians are quite in-
offensive so far as the tourist is concerned, and
what is more, they make the village much more
entertaining than it would otherwise be. Their
quarters, crowded as it is with babies and chil-
dren and cats and dogs and fowls and rabbits, is
the liveliest in the place; and in their houses
picturesquely hung with drying garments of
every description, it is possible to take a Har-
rickian delight in disorder which the neat Swiss
chalets do not inspire. The only person who
probably does not object to the Italians in the
village, who is constantly bustling along the
high road in his motor-car (the only one allowed
in the valley) and in and out of the tunnel
itself mending hands and feet, taking off
foggers, and putting other matters to rights
which the tunnel has put wrong.

A CHEERFUL DOCUMENT.

Before going into the Loetschenberg I had to
sign a cheerful document, stating that neither
I nor my family would hold the Bernese Alpine
Railway Company responsible if I were killed or
injured while within it. For the first two
miles the tunnel is practically complete, save
that the double-line of rails will, of course, have
to be relaid. I travelled in by a long train of
trucks, drawn by an engine propelled by com-
pressed air power.

The last mile and a quarter or thereabouts
we had to walk, there being no train to take us
just then, though trains can run nearly the
whole four miles to which the tunnel is bored
on this side. I cannot say that it was very
hot even four miles deep in the moun-
tains—not more than 77 deg. or 78 deg. F.—
though, I believe, on the south side the heat is
considerably greater owing to the hot rocks
which have been encountered. The tunnel for
some time past has been on both sides run-
ning through granite—a terribly hard rock, but
not one in which hot springs, that terror to tun-
nel engineers, are likely to occur.

THE END OF THE WORK.

Suddenly, and rather unexpectedly, while
walking through the narrow passage, not
wide enough here for two to go abreast, we
found ourselves brought face to face with a
little gang of men curled up on a heap of
stones, in front of a solid wall of rock. Here
was the Vorarbel—the end of the work, the
point to which the tunnel has been bored on
the north side; and the men were waiting, their
rock-drills lying idle meanwhile, because the
compressed air-power had for the moment
failed.

Inside the tunnel are several ambulances,
and at the telephone is held to a considerable
distance, a doctor can be called at once, if
needed. Slight accidents often occur, and
there have been two very serious ones. The
total number of fatal accidents during
the work so far amounts to fifty-five. When
the tunnel is placed, and we are able to
get from London, via Belfort and Bern, to
Northern Italy (Milan) in four or five hours
less than is now possible, the Italians will all
leave Kandersteg, and the moment their backs
are turned their chieftains will be pulled down;
and the Swiss will do their utmost to sweep
away all traces of the grobbs, unenviable
Lents, in whom and whose work the outsider
has often the bad taste to be so greatly interest-
ed.

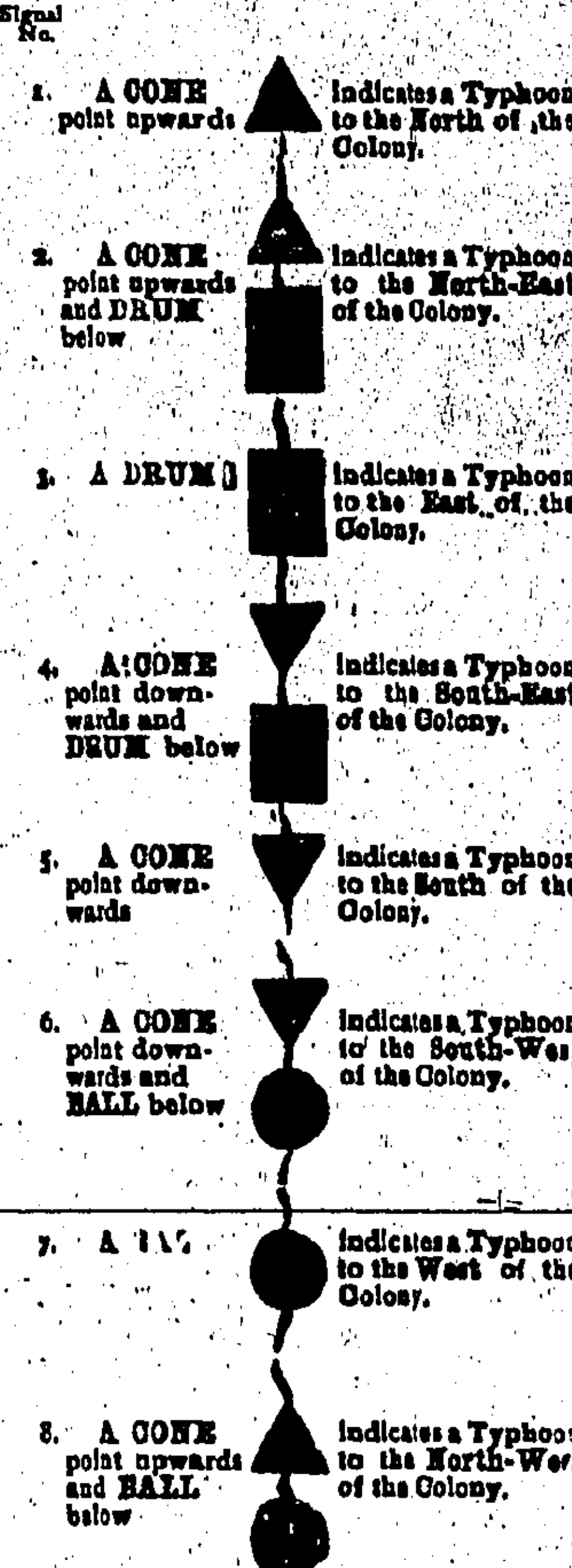
WIVES WATCH HUSBANDS FIGHT TO DEATH.

With their wives as seconds, accompanying
them to fight, Chas. Tate and John Mar-
shall, young farmers who live near Yalham, Galles-
top, fought a pistol duel on Sept. 27. The two
men met on the road that runs past their farms,
stepped off at paces, then turned and fired
several shots in rapid succession. Both were
killed. The two women were the only witnesses.
The duel is said to be the result of a feud which
sprang up between the two families when Tate
married the widow of Marshall's brother two
months ago. Marshall opposed the match
and bitter feeling resulted. The wives of
the two men met two days before and quar-
relled. On the day mentioned, the two couples
met by accident. Marshall dared Tate to
fight it out. Tate accepted, and the fatal
duel was the result.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—



Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

This above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being dis-
patched by night.

These Night Signals will be substituted the
"Day Signals" at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cross will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
at the Harbour:

Gap Rock.	Abelona.
Waglan.	Sze Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sze Tam Kok.
	Tai Po.

This will indicate that there is a depression
somewhere in the China Sea, and that a Signal
Warning is hoisted in the Harbour.

Further details can always be given to Ocean
Vessels, or to Native Craft, from the Flagstaff
houses.

7th Nov. 1910.

THE CHINESE COOLIE.

It is not till we come to the East, where human life is cheap and plentiful, that we can really take the place of the beast of burden, and the coolie class is everywhere regarded as the lowest. But there is a good deal of morbid sentimentality wasted over the idea that to fetch and carry, to do the work of a horse or an ox is *ipso facto* to degrade oneself; after all it is only a matter of degree. No doubt the life of the coolie whose whole vitality is expended in carrying heavy weights certain distances is more or less a degrading one, in the sense that his intellect is in abeyance whilst his animal nature is brought into prominence; and hence the objection to such labour on moral grounds. But by the same argument it is hardly less degrading to make matches, boxes, or to do any of the thousand perfunctory tasks which operatives do in Europe. In either case it is stereotyped labour, and requires little or no intelligence for its performance. It is a more quibble to say that the coolie does the work of a mule, who is the milder or the porter who carries your bag does work which an animal cannot conveniently perform; it is entirely a question of principle. And who is to say that the slim-bred navy is a more intelligent creature than the

CHINESE PEASANT

coolie? It is the nature of the case to find man-labour in China; generally speaking, there are no beasts of burden in southern China, and even if there were, men can and do go where laden mules cannot travel at all; moreover there are no railways in the west, and the mountain rivers are mostly un-navigable. In a sense, competition has driven the surplus males of the population to transport, but it is equally true that, were the resources of the country more developed, there would be no need for them to undertake such crude work; occupations would become more specialized. It is the inevitable necessity as things are, and to wax morbidly sentimental over it is to ignore the true state of affairs amongst the lower working classes of European cities. Truly one-half of the world does not know how the other half lives. However it is not my intention to write a thesis in defence of human transport, and draw comparisons between the animal in man and beast, or to harp on ethical problems touching the production of man's intelligence to the level of more animal instincts—altogether a milk-and-water hypothesis based on socialistic contradictions. In the following article I merely propose to say something about the coolie and his work in various parts of

WESTERN CHINA

not as he might, or should not, be, but as he is. The mountain chain striking off from the Tibetan plateau in an easterly direction, in approximately lat. 35° N., known in the far west as the Po-ho, and further east as the Sin-liang, range, forms the backbone of China and divides China into northern and southern parts, not only geographically, but also as two might say, politically. Manners, customs and people differ to some extent on either side, and the mode of transport is a case in point. North of the range horses and mules do all the transport, and carts are in common use; south of the range carts are unknown, mules are very scarce, and all goods are carried on the backs of coolies. As soon as we left the Han river at Kiu-tai-kuan, and struck northwards across the Sin-liang range in southern Shensi, we fell in with coolie trains on regular service. Mules do come south as far as Kiu-tai-kuan, but they are not numerous in that city, and we had some difficulty in obtaining four; moreover the salt transport business was so thoroughly monopolized in them that the muleteers found themselves quite at a disadvantage in the rather different shape, and so

SLOW AND CLUMSY

were they that it meant an hour's work for them every morning to fasten our loads on to the pack-saddles. The muleteer of the north adapts himself to new conditions almost instinctively. On the southern slope of the Sin-liang range nearly all the transport was by coolies, carrying cotton bales, butts of varnish, or sacks of salt; mules were rarely met with. North of the Lo-ho, however, coolies almost entirely ceased, and long mule trains were met with daily. These were not going on southwards to the Han river, in the direction from which we had come, but to Lo-nan-fu higher up the Lo-ho; so that there was quite a conspicuous break from coolie transport south of the Lo-ho to the Han river, and on into Hopei and Siao-chuan, to mule traffic on the other side of the Lo-ho and so northwards.

Cotton is carried from place to place a good deal in the interior because several of the provinces grow very little, not sufficient to supply their own needs, whilst others grow a surplus for export to other provinces. In Shensi we met trains of coolies carrying big bales, one at either end of a straight pole. The cotton bales, considerably compressed, these loads, though quite bulky, are even heavier than they look, and usually loads of sixty to eighty bales (80 to 100 lbs.) are carried forty to sixty (i.e. to 30 miles) a day. The varnish trees were cultivated extensively all through these mountainous, and mule traffic carrying carefully sealed casks of varnish were met with daily. These also were carried one at either end of a straight pole and formed the heavy loads we saw carried in these parts. The varnish buckets, though comparatively small, weighed about fifty bales each, or 150 lb. per man, and were carried ten or twelve miles a day along these mountain roads. The salt carrier however had a different arrangement, and I pointed out this for some time before realising that their method of carrying loads embodied a very subtle principle in elementary mechanics. The poles, instead of being straight, were curved sharply up towards the front end, where a small load was balanced up in this way, and was supported by about half their length, a big load being placed at the straight end, just clear of the shoulder on which the pole was placed. Suppose now that the pole is bent, carrying an even load at either end, and it is balanced in the

middle of its length. But besides being an awkward way of carrying big loads, the further the point of support is from the load, the smaller the load that can comfortably be carried; that is, the weight should be as near the shoulder as is convenient. By carrying a load thus, made up of a big and a small part, it is possible to carry a heavier weight than if the loads were equal at either end of the pole. Now suppose, the pole still being straight, that a small weight is placed at the front end and a big weight, five times as great, is placed at the hind end, then there must be five times the length of pole in front of the shoulder (which represents the centre of gravity or balancing point), that there is behind, so that a pole six feet long will balance on the shoulder a foot from the big weight at the hind end. If we were this would prove a very clumsy thing to manage, the front weight being so far in front as to be almost out of control. Moreover in this case the centre of gravity of the whole is comparatively high in relation to both weights, whereas it is always an advantage in carrying anything made up of several parts, to have the common c.g. as low down as possible. But curving the front end of the pole upwards would be beneficial in two ways. In the first place, the relative weights of the two loads remaining the same, it would have the effect of throwing the common c.g. nearer the back weight, so that the front part of the pole may be made stiffer—a paradox so long as the pole remains straight. In the second place, by lowering the c.g. of the system in relation to both weights, it enables the bearer to maintain a better equilibrium and to carry heavier weights with equal ease. For consider the curved end of the pole as an arc of a big circle and imagine the circle completed, so that the straight portion of the pole forms a tangent to the imaginary circle. By shifting the position of the front weight further round this circle, it may be brought to lie right over the back weight in which case the c.g. of the whole is on a straight line drawn through both weights, which consequently balance on the shoulder. But by shifting the small weight a short distance round the arc in front of the hind weight, a position may be found where the pole balances just in front of the latter, whilst the front weight, up in the air, is comparatively near and by lowering the c.g. in reference to both weights, loads stability to the whole. In practice we found that the coolies usually carried a small load of salt weighing twenty catties perched up in front, and a big load weighing four or five times as much behind; but the pole was by no means four times as long in front of the shoulder as it was behind.

The simple device requires a certain amount of mathematical ingenuity to work out, and there can be no doubt that the early civilization of China included some little skill in mathematics which has since lain dormant for some centuries; for the simple machines found all over the world are the same, one must suppose as those in use several hundred years ago. They have never been improved upon, probably because the principle of the steam engine was never made use of in China, and there is a limit to the complexity which a simple machine can attain. But it is very notable that the mechanical skill of the Chinese, his inherent mathematical ability, has never been lost, for the foreign-trained scholar makes a first class mathematician.—F. Kingston Ward in *National Review*.

BRITAIN'S NAVY.

THE NEED FOR NATIONAL DEFENCE.

We have received the following correspondence, dated the 3rd September, 1910, which was addressed by the Imperial Maritime League to the Prime Minister in connection with the efforts of the League to increase Great Britain's armaments:—

Sir,—We beg, with much respect, to submit to you an additional list of Officers of Flag and General Rank, who desire to give their public adhesion to the Appeal, which we have had the honour previously to send you, to obtain Parliamentary sanction to a loan of £100,000,000 for National Defence.

The number of such Officers who urge the necessity of this measure is now four hundred and one.

To the same list are also appended the names of other representative men, who concur with these Officers in the belief that (as stated in the words of the Appeal) "national danger does threaten and that the need of special effort to meet it is urgent."

You will be aware that numerous members of one or other of the Houses of Parliament have already acceded to the Appeal their public support.

In our last letter to you (dated the 3rd ult.), we drew attention to the fact that Mr. Balfour, Leader of His Majesty's Opposition, had authorized us to state publicly his opinion that "no well-informed person doubts that any scheme adopted by the Government for strengthening the Navy would have the hearty support of the Unionist Party."

Since there can be no doubt that the scheme now proposed would have, in fact, that desired effect upon the Navy—it would also have similar effect upon the Army and upon our means of naval defence—the support of the Unionist Party would seem to be assured in advance, should your Government carry out this measure.

The adoption of the proposal would thus unite both the great Parties in one endeavour to safeguard the shores of Britain and the food of its people now left open to attack on vast unguarded spaces of the sea.

The public letters recently addressed to you by Admiral Lord Charles Beresford strongly urge the need of a Loan, and point out the danger in which (unless a great shipbuilding effort be at once instituted) the naval supremacy of Britain will be placed in the year 1914.

From the reported expression of the views of the Chancellor of the Exchequer, the Imperial Maritime League before with the utmost satisfaction that the principle of a Loan for National Defence is already admitted into the favourable consideration of His Majesty's Ministers.

We would only add that this principle has been long adopted and applied in the case of the German Empire.—We are, Sir, Your obedient Servants,

HAROLD FRAZER WYATT,
L. GRAHAM H. BOSTON SMITH,
Joint Founders and Honorary Secretaries
of the Imperial Maritime League.

NEWS FROM THE NORTH.

FOREIGN POST OFFICES.

[Translated from the *Native Press*.]

It is reported from Peking that the President of the Board of Posts and Communications intends to bring under Chinese control all the post offices which have been established in the interior of China by foreign countries and further to take charge of the postal revenue from the hands of the foreigners. The Viceroy and Governors of the various provinces have sent a joint telegram to the Throne asking that Parliament should be established at about the same period.

CONSTITUTIONAL GOVERNMENT.

The Commission appointed to go into the question of Constitutional Government has been ordered to take note of the memorial which was sent in the other day by the newly-appointed Viceroy of the Two Kwang Provinces, H.W. Chang Ming Koo, urging the necessity for the formation of a Cabinet. The President of the Board of Finance has been ordered to consider and report on the proposal and further to consider the suggestion offered by the same official that Foreign Capitals should be employed in the exploitation of the mines of the Kwangsi provinces.

RAILWAYS IN CHINA.

It was reported on the 1st inst. that the President of the Board of Posts and Communications was making arrangements with a view to buying up the Po-Chow Railway. The amount offered by the Board is 70% of the expenditure of the line. The offer is deemed unreasonable by the President of the Railway.

RETURN OF NAVAL COMMISSIONER.

Prince Shun-Pu-lip, one of the Naval Commissioners who recently visited Europe to study naval matters, was due in Peking on the 4th inst.

VOLUNTEER CAMP.

AT CUSTOMS PASS.

In spite of the unfavourable weather a large crowd of Volunteers assembled at Blake Pier on Saturday afternoon at 2.30 p.m. to make the journey to Customs Pass to open this year's Season. By the time the men arrived at Customs Pass they were drenched to the skin, and no work could be done on that day. Later on in the day the men had a rough time putting up the Y.M.C.A. tent again, which was blown down by the strong wind. The tents were pitched up on exactly the same places as last year.

Yesterday was the first day of work, which was by no means easy. The howler companies, who were under the instruction of Sergt. Carmon, put in excellent work. Sergt. Carmon is an able instructor and some good firing is expected on gun practice days. The Volunteers will be losing a valuable acquisition when he leaves for home. The Engineers have been working on the telephone lines in connection with the above companies. Nos. 3 and 4 Companies were on the 295 guns and also did good work. They were in charge of Sergt. Moore. The Infantry Company under Capt. Wood accomplished a good day's march to Jun Bay. The first gun practice will be held on Wednesday and the next on Friday and Saturday. On Saturday night, from 6 p.m. to 8 p.m., the Artillery will be engaged in night-firing with Star shell, and later on in the night the Camp will be attacked by the Scouts Company. The men of the latter company have been studying the hills for the last two weeks.

"606"

Reuter recently forwarded to his Far Eastern subscribers some details concerning the properties of a new medicinal preparation of arsenic known to the profession as "606." It seems that a German and a Japanese doctor are jointly responsible for the discovery of "606," the proper name of which is "dichlorohydroxydioxymethanarsine." Owing to the cumbersome nature of his word, the preparation has become known among the profession as "Recipe Ehrlich-Hata No. 606," or, further abbreviated, "606." Dr. S. Hata is the Japanese assistant to Professor Ehrlich in his laboratory work, and shares the honour of being the co-discoverer with Professor Ehrlich of the now famous "606." Some time in June last the Professor read a paper before a medical congress in Germany describing his researches for a remedy for syphilis and stated that with the assistance of Dr. Hata he had found a preparation which he hoped would be found efficacious as a cure for this disease. He then gave his discovery to the medical world to be tested, and by the end of July it had been tried in a number of German, Austrian, and Russian hospitals with remarkable success.

The Director of a Berlin hospital applied a subcutaneous injection of 0.6 grammes to a child suffering from hereditary syphilis, and within ten days all signs of the malady disappeared. The results so far obtained have exceeded the most optimistic expectations, and from Reuter's message it appears that the preparation is equally valuable in the treatment of tropical diseases like malaria, sleeping-sickness, and recurrent fever. If all that is claimed for this new preparation is fully endorsed by Professor Ehrlich and Dr. Hata will long be remembered as among the benefactors of mankind by their discovery of a remedy for a disease which has carried misery and suffering all over the world and in Japan no less than other parts of the globe.

SANITARY BOARD.

A meeting of the Sanitary Board will be held at 3.45 p.m. to-morrow. Among the orders of the day are the following:—
Report of Committee re complaints against the City Drainage Contractor.
List of legal proceedings taken by the Sanitary Department against persons for breaches of the Public Health and Buildings Ordinances 1904-1909 for the month of September 1910.

Today's Advertisements.

AL FRESCO FETE.

UNDER the Disinterested Patronage of His Excellency the Governor, Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., and Lady LUGARD in aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

SUNDAY

13th November, 1910, from 9 P.M. to 11 P.M.
Admission Ticket 5s, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the Evening of the Fete only.
The public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 13th of November.
Tea and Cakes will be served during the afternoon.
By kind permission of Major Ewins and Officers the Band of 13th Rajputs will play from 9 P.M. to 11 P.M.
Tickets can be obtained from 11-day at Messrs. Grace & Co., 37, Des Voeux Road and Roman Catholic Cathedral Compound on Sunday, the 13th November from 9 a.m. to 7 p.m. and at the gate.
Hongkong, 7th November, 1910. [692]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 11th inst., at Daylight.
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 20 days).
The Steamer leaves about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.
Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.
Fare for round trip 5120.
For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 7th November, 1910. [697]

COMMERCIAL.

5th November, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagare	4/6
Anglo-Javas	7 1/2
Anglo-Malays	24 1/2
Balgowale	5 1/2
Batu Tiga	92 1/2
Berams	7 1/2
Bukit Kajangs (pp.)	45 1/2
Carey United	17 1/2 prem.
Castlefields	7 1/2
Changkat Serdangs	58 1/2
Cheras (part paid)	3 1/2 prem.
Da (fully paid)	3 1/2
Damansaras	10 1/2
Eastern International	1 1/2 prem.
Glenagals	5 1/2
Highlands and Lowlands	105 1/2
Indragiri	5 1/2
Kamuning	5 1/2 prem.
Kuala Lumpur	160 1/2
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Ledbury	62 1/2
Lloggy	45 1/2
London Asiatic	12 1/2
London Ventures	6 1/2
Merliman	6 1/2
Pajamas	5 1/2
Pegohs	33 1/2
Rubber Trusts	18 1/2 prem.
Saggas	37 1/2
Sandycrofts	25 1/2
Sapong	74 1/2
Seafelds	130 1/2
Shelfords	75 1/2
Singapore & Johore	32 1/2
Sumatra Pans	10 1/2
Sungel Chohs	95 1/2
Sungel Kapar	144 1/2
Tangkabs	30 1/2
Toerangle	2 1/2 prem.
United Serdangs	102 1/2
United Singapore	9 1/2
United Sumatras	8 1/2
United Tangkabs	60 1/2
Duffs	14 1/2
Trochols	31 1/2
Pans Rubber	6 1/2 per lb.

"THE AWAKENING EAST."

CROWN PRINCE WILHELM'S TOUR.

The *Times*, commenting upon the forthcoming tour of the Crown Prince of Germany in Far East, says: "Had the German Emperor known the Far East at first-hand he would probably have avoided those occasional misconceptions of Asiatic ambitions disclosed in the earlier years of his reign. 'There is not the slightest reason to suppose that the present ideals of the awakening East will include any form of militant aggression outside the Asiatic continent. The more general diffusion of prosperity among the peoples of Asia will be ultimately beneficial to Europe, because it implies an expansion of international commerce.' The *Times* suggests that Great Britain should share with India the expense of entertaining the Crown Prince.

Events Coming.

Monday, 14th November.
Opening up of Great Hongkong Volunteer

Today's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).
THE Steamship "ARRATOON APCAR," Capt. W. D. A. Thomas, will be despatched for the above Ports on FRIDAY, the 11th November, at Noon.
For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 7th November, 1910. [694]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM EUROPE.

THE Steamship "BRECONSHIRE," having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, delivery may be obtained.
Goods not cleared by the 14th instant, at 9 P.M. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns while they will be examined on SATURDAY, 12th Nov., at 10 A.M. Claims against the steamer must be presented within 20 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 7th November, 1910. [695]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "JAPAN," having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 9th inst. will be landed at consignees' risk and expense.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 7th November, 1910. [696]

HARMSTNOS' GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY.
IN OUR ABSOLUTELY WATERPROOF TENT.
TO-NIGHT! TO-NIGHT!
OUR NEW PROGRAMME admitted to be better than the First.
CHAMPION DOUBLE JOCKEY ACT. NEW CLOWN ACTS.
THE EGG LAUGHING SCENE OUTDOOR.
16 New and Brilliant Numbers 16
REMEMBER WHEN HARMSTNOS' PROMISE
A CHANGE OF PROGRAMME, "THEY GIVE IT."
30 Other Favourite Artistes 30
Next Matinee: Wednesday, 9th Nov.
Doors open at 5 o'clock. Performance at 7 P.M. sharp. Children Half-price at Matinees only.
N.B.—Special Trains will run before and after the Performance.
PRICES OF ADMISSION.
Full Box 6 Chairs \$15.00
Single Seat (Box) 3.00
Chairs 2.00
Gallery (Natives only) 50
Soldiers and Sailors in Uniform Half-price to the 5th and 6th seats.
BOOKING AT ROBINSON PIANO CO.
MADAME HARMSTNOS-LOVE, Proprietress.
COL. BOB LOVE, Manager.
R. ALTON, H. W. BROWN, Agents.
1697

MOET and CHANDON'S DRY IMPERIAL CHAMPAGNE

is undoubtedly The Wine for Connoisseurs.

As supplied to

His Late Majesty King EDWARD VII.

The Emperor of GERMANY,

The Czar of RUSSIA,

and to the leading Presidential Banquets in both the United States and France, for a number of years.

Secretaries of Clubs, Lodges, Dance Parties, Dinners, &c., are invited to write or call for our Special Prices for these functions, &c.

H. PRICE & CO., LTD.

12, Queen's Road Central.

HONGKONG.

Intimations.

CHEESE! CHEESE! CHOICE

CANADIAN STILTON
80 cents per lb.

THE DAIRY FARM CO., LIMITED.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
SAPPORO
BEER.
AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts \$12.00 per case
8 Doz. Pints \$13.50 " "

OF ALL

WINE
MERCHANTS

PO SING.

JEWELLER AND SILVERSMITH,
NO. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910. [698]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 14 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, NOV. 5TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blaka Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANG	"TUESDAY"	TUESDAY, 8th Nov., 3 P.M.
SHANGHAI	"TUESDAY"	TUESDAY, 8th Nov., 4 P.M.
Kobe	"TUESDAY"	TUESDAY, 8th Nov., 4 P.M.
Manila	"TUESDAY"	TUESDAY, 8th Nov., 4 P.M.
Tientsin via Weihaiwei	"TUESDAY"	TUESDAY, 15th Nov., Noon.
Manila	"TUESDAY"	TUESDAY, 15th Nov., Noon.
Shanghai, Kobe & Moji	"TUESDAY"	TUESDAY, 15th Nov., Noon.
Shanghai, Kobe & Moji	"TUESDAY"	TUESDAY, 15th Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Fooking* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudda, Lahad, Dait, Simporna, Tawao, Usokan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Manager.
Telephone No. 215.
Hongkong, 5th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOI & SHANGHAI	"HAIYANG"	8th Nov., Daylight.
MANILA, ZAMBOANGA & ADTRA	"TAIYANG"	8th Nov., 4 P.M.
LIAN PORTS	"TAIYANG"	8th Nov., 4 P.M.
MANILA & CEBU	"KAIYANG"	8th Nov., 4 P.M.
HAIPHONG	"OHILI"	10th Nov., 10 A.M.
LOILO & CEBU	"SUNGKANG"	10th Nov., 4 P.M.
SHANGHAI	"CHENAN"	10th Nov., Midnight.
SHANGHAI	"LIAN"	12th Nov., 4 P.M.
CHEFOO & TIENTSIN	"KUIHOW"	15th Nov., 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTO".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED RATES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

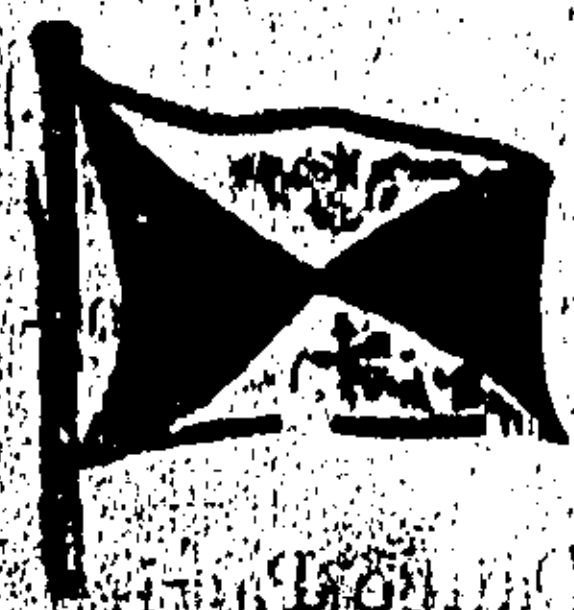
FAST SCHEDULE TWIN-SREW STEAMERS (Anhui, Chusan, Liang, Chinan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 35.
Hongkong, 7th November, 1910.



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP COMPANY.

Steamship	Tons	Captain	For	Sailing Date
ROSI	2550	S. Crosby	MANILA, LOILO & CEBU	WEDNESDAY, 9th Nov., 4 P.M.
AFIRO	2150	E. Rice	MANILA, LOILO & CEBU	WEDNESDAY, 16th Nov., 4 P.M.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Manager.
Telephone No. 100.
Hongkong, 7th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA v. MOJI, KOBE AND YOKO	"TACOMA MARU"	6,178	WEDNESDAY, 10th Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKO	"PANAMA MARU"	6,059	WEDNESDAY, 14th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated *AMIDSHIP*. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING v. SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 9th Nov., at 6 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 13th Nov., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 17th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishiki Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$78.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

Hongkong, 7th November, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, GOMBO AND PORT SAID	TANGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 9th Nov., at Daylight. WEDNESDAY, 3rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nigao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 1000 AWA MARU, Capt. S. Ishitawa, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 25th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. N. Terasaka, Tons 5000	MONDAY, 7th November.
SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 9th November, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekino, Tons 5000	THURSDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	THURSDAY, 10th Nov., at 3 P.M.
YOKOHAMA	KAWACHI MARU, Capt. H. Pottasch, Tons 7000	SUNDAY, 23rd October.

Fitted with new system of wireless telegraphy. Cargo only. * Carries deck passengers

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVAGAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	1st March	To London, per New Steamer
IYO	7,000	15th "	1st class Single... ¥150
HIRANO	9,000	29th "	Return... 85
TANGO	8,000	12th April	" 2nd class Single... 50
KAMO	9,000	26th "	Return... 50
AKI	7,000	10th May	" Old Str. 1st class Single... 500
MISHIMA	9,000	24th "	Return... 750
			" 2nd class Single... 310
			Return... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Ports
IKADA	7,000	28th March	1st class Single... 50
TAMBA	7,000	25th April	Return... 50
AWA	7,000	23rd May	To London via New York 1st " 50
			" via St. Lawrence 1st " 50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to
J. KUSUNOKI,
General Manager.
Telephone No. 100.
Hongkong, 7th November, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. O. Gandy, R.N.R., will be despatched as above about 7th November.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 27th October, 1910. (674)

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the MALAKA COAST).

THE Steamship

"INVERESK,"
Captain A. H. Smith, will be despatched as above on or about 8th November.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 24th October, 1910. (669)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on SATURDAY, the 13th November, at Noon.
This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is illuminated throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th October, 1910. (676)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER AND SEATTLE VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Aymara	4,365	J. Boyd	10th Nov.
Redhill	3,883	H. E. Dowell	15th Dec.
Swedia	6,231	F. S. Cowley	17th Jan.
Kamatic	6,231	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient indentment offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED
General Agents.

Queen's Buildings.
Hongkong, 3rd November, 1910. (67)

HONGKONG-BOSTON-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.
(With liberty to call at the Malakal Coast.)

S.S. "INDRAPURA" ... On or about 26th Nov., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 1st November, 1910. (680)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.
(With Liberty to Call at Malakal Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st November, 1910. (681)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN, PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARADIA,"
Captain S. Barcham, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 13th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla*, due in London on 24th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 31st October, 1910. (6)

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI.
SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also to the Adriatic, Levantine and Southern Seas, and to GALLIPI.

(Taking Cargo at through Rates to PENANG, Cebu, and Batavia, also to CALCUTTA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
Captain Moretti, will be despatched as above on SATURDAY, the 13th November, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st October, 1910. (16)

Consignees.

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th of November will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of November, at 9.30 A.M. All claims must reach us before the 13th of November, 1910, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELOHERS & CO., General Agents.
Hongkong, 3rd November, 1910. (7)

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID JASSOON & CO., LIMITED,
Agents.
Hongkong, 5th November, 1910. (59)

HONGKONG TIDE TABLE.

From November 7th to 15th, 1910.

	HIGH WATER.	LOW WATER.
Nov. 7	10.15	4.15
Nov. 8	10.30	4.30
Nov. 9	10.45	4.45
Nov. 10	11.00	4.60
Nov. 11	11.15	4.75
Nov. 12	11.30	4.90
Nov. 13	11.45	5

PEAK

[illegible]

A. Lowndes...	...	...	...	Hongkong
P. Heard...	...	...	...	Cruising

Anderson C. H. Woodward	Yangtze
Linbush	Gmaling
Anderson George Douglas	West River
Anderson E. J. Smyth	Hongkong
Anderson J. M. Barker	Yangtze
Trillo	Hongkong
G. J. Kyne	Hongkong
Anderson R. J. Buchanan	Yangtze
Anderson R. B. Bailie Hamilton	Hongkong
Anderson C. L. Lord	Hongkong
Anderson E. L. Hancock	Yin
Anderson R. B. Hartford	Hongkong
Anderson M. H. Wilding	Yangtze
Anderson R. R. Beane	Yangtze
Anderson C. F. A. Melock	Yangtze

Hotel

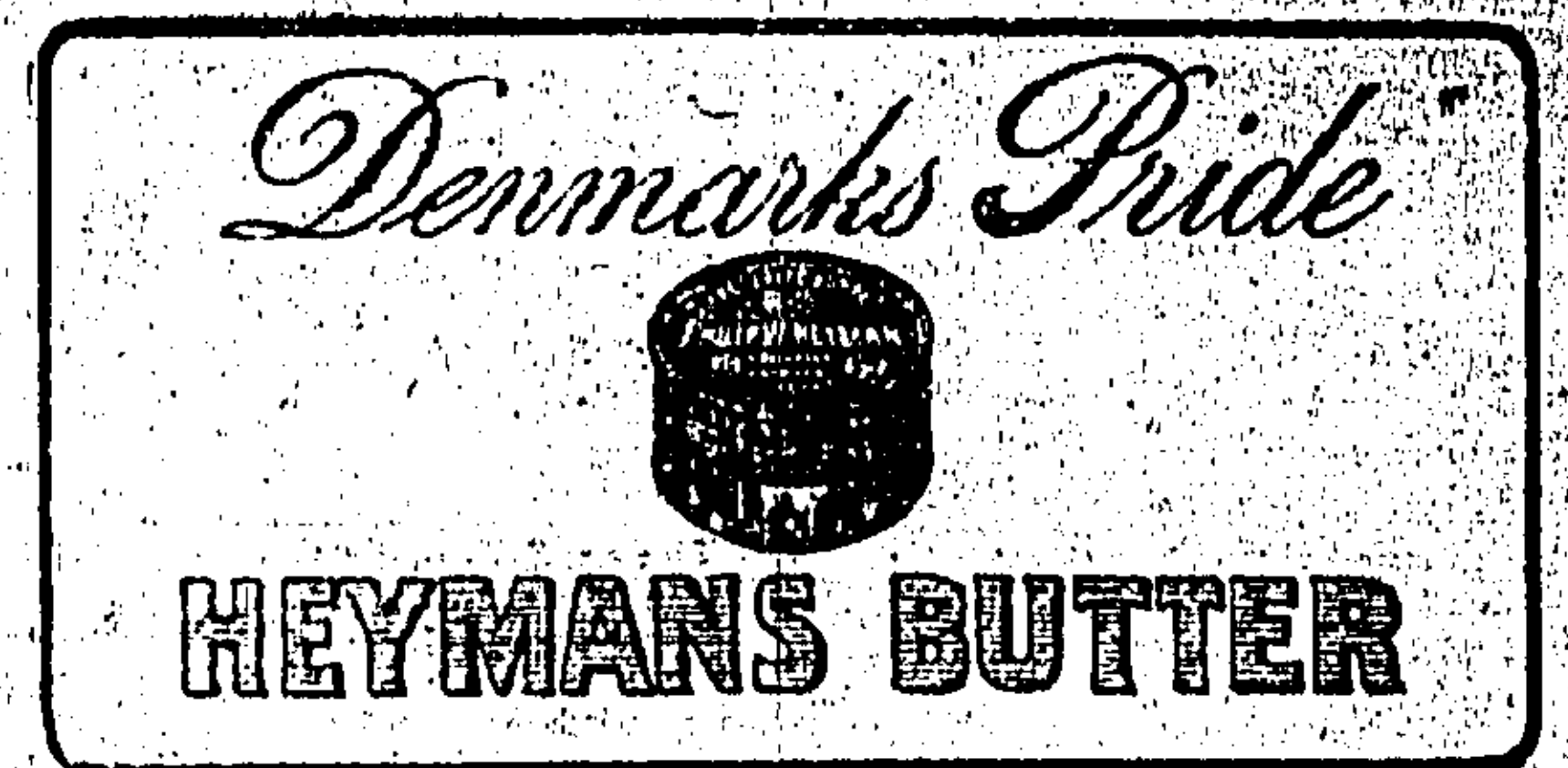
ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
 Season Tickets \$1 each per month.
 Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Veranda.
 Meals a la carte at all hours.
 Disloy Rooms can be reserved by application to the Manager.

W. GALLAGHER,
Manager.

Hongkong, 4th November, 1910.

Estimations:



SIEMSEN & CO., Sole Agents.

PEAK TRAMWAYS COMPANY
LIMITED.

JUST RECEIVED AND FOR SALE
THE COMING SEASON'S NOVELTIES

TIME TABLE. WEEK DAYS. 7.00 a.m. 7.30 a.m. to 10.00 a.m. ... Every 15 minutes 10.00 a.m. to 11.00 a.m. ... Every 15 minutes 11.30 a.m. to 12.45 p.m. ... Every 15 minutes 12.45 p.m. to 1.15 p.m. ... Every 15 minutes 1.15 p.m. to 1.45 p.m. ... Every 15 minutes 1.45 p.m. to 2.15 p.m. ... Every 15 minutes 2.15 p.m. to 3.00 p.m. ... Every 15 minutes 3.00 p.m. to 5.00 p.m. ... Every 15 minutes 5.00 p.m. to 8.00 p.m. ... Every 15 minutes NIGHT CARS. 8.45 p.m. and 9 p.m. 9.45 p.m. to 12.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes 9.00 a.m. to 9.30 a.m. ... Every 15 minutes 9.30 a.m. to 10.30 a.m. ... Every 15 minutes 10.30 a.m. to 11.00 a.m. ... Every 15 minutes 11.45 a.m. to 12.00 noon ... Every 15 minutes 12.00 Noon to 1.00 p.m. ... Every 15 minutes 1.00 p.m. to 5.00 p.m. ... Every 15 minutes 5.00 p.m. to 6.00 p.m. ... Every 15 minutes 6.00 p.m. to 7.00 p.m. ... Every 15 minutes 7.00 p.m. to 8.00 p.m. ... Every 15 minutes NIGHT CARS as on Week Days. SATURDAYS. Extra cars at 11 p.m., 12.30 p.m. and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.	FROM RAPHAEL TUCK & SONS. LARGE SELECTION OF XMAS CARDS Picture Puzzle Postcards. Painting Books. Birthday Books. Tuck's Annual, Walking Animals, Mechanical Toy, Marionettes, Rocking Animals, &c. ALSO FOR SALE VEGETABLE and FLOWER SEEDS. GARDEN FERTILISERS, Books on Gardening, &c. USED POSTAGE STAMPS in Single Sets, Packs and Bags. All Philatelic Goods. VIEW POSTCARDS.
JOHN D. WILKINSON & SON, General Managers. Wednesday, 1st April, 1906.	MANILA CIGARS and CIGARETTES. &c., &c., &c. Inspection invited. GRACA & CO., 27, DES VOUEX ROAD, HONGKONG. Hongkong, 15th October, 1910.

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.30

Case 50 Bottles.....11.50

60 13:20

SOLE AGENTS:

Henstone, 18th July, 1919.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

SHUENKONG LOAN CO., LTD.

LI KWONG LOONG & CO
利廣隆

CABINET-MAKERS AND ART-DECORATORS
from Shanghai Importers and Exporters

FURNITURE STORE

NO. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH CLASS FURNITURE

order in any design required.

Club, Hongkong Hotel, Telegraph Office,
Messrs. A. S. Watson & Co., Firms and others.

whom reference can be made as to
Superior Workmanship and Materials

Furniture, etc., supplied.

follows:—

KWONG LOONG furnished the Anne
in the Pharmacy and gave HARRY WILL

(56) A. S. WATSON & CO.

ORIGIN

1. RECEIVED

100

Abstract

NEW SHOP! JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.

**CEYLON PRECIOUS
STONES, &c.**

CENTRAL.
Houghton, 23rd May 1897.

A LARGE Number BOOKS PERIODICALS MAGAZINES ILLUSTRATED PAPERS

11-11-61